

Do.	Do.	4 P.M.	76
Do. Maximum	81
Do. Minimums over night			76

Temperature.
HONGKONG, October 13, 1893.
(Taken at Messrs. Talbot's Observatory, Queen's Road.)
BAROMETER— 9 A.M. 29.91
Do. 1 P.M. 29.82
Do. 4 P.M. 29.77
THERMOMETER— 9 A.M. 73
Do. 1 P.M. 80
Do. 4 P.M. 81
Do. (Wet bulb) 9 A.M. 72
Do. Do. 1 P.M. 76
Do. Do. 4 P.M. 76
Do. Maximum 81
Do. Minimum over night 76

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Delia (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Oct. 26, at 1 p.m.
Oceanic (via Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Nov. 14, at 1 p.m.
Gallic (via Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Dec. 5, at 1 p.m.

THE Steamship *DELIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on THURSDAY, the 26th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Envoies to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 75, Queen's Road Central.

Intimations.

THE CHINESE MAIL

報日字華
(Wah Tai Yat Po.)

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom it is to be found the guarantor and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to be their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It can be the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,
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The pure Essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the santal oil of the Indian Bazaras, is superior to Capsules, Cubes, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all do- ings of the urinary organs in either sex in 48 hours.

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SANTAL-MIDY Beware of all other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all chemists and druggists and medicine dealers throughout the world.

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WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.
 CHINA MAIL OFFICE.

Intimations.

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A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893. 1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, H.C.).

TWIN STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA—10,000 TONS—WEDNESDAY—1st November.

EMPEROR OF INDIA—10,000 TONS—WEDNESDAY—29th November.

EMPEROR OF JAPAN—10,000 TONS—WEDNESDAY—27th December.

THE STEAMERS of this line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, October 4, 1893.

SHARE LIST—QUOTATIONS.—OCT. 13, 1893.

Stocks. No. of Shares. Value. Paid-up. Closing Quotations, Cash.

Hongkong and Shanghai Bank Corp. 80,000 \$ 125 all 100% prem. sellers

New Issue. 80,000 \$ 125 all 100% prem. sellers

Bank of China, Japan and Straits, 99,875 10 1/2 1 1/2 nom.

Nat'l. Bank of China, Limited, 1,250 10 1/2 8 1/2 25, sellers

MARINE INSURANCES.

Canton Insurance Office Co., Ltd., 10,000 250 50 50 115, sales and buyers

China Traders' Insurance Co., Ltd., 33,333 33 3/4 25 50, sales

Northern China Insurance Co., Ltd., 5,000 200 20 20 115, buyers

Straits Insurance Co., Ltd., 10,000 100 10 10 115, buyers

Yankee Insurance Association, Ltd., 8,000 100 10 10 50, sellers

Yankee Insurance Association, Ltd., 8,000 100 10 10 50, sellers

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PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE,

HONGKONG, May 17, 1893.

908

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figure denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. From North Point to Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<i>Asio</i>	Chinese	355	Oct. 17	Chinese	Hohow, &c.	K'loon Dock
<i>Amigo</i>	Dutch	147	July 17	Wooler & Co.	Calcutta	18th inst.
<i>Bantam</i>	Dutch	147	July 17	Wooler & Co.	Calcutta	17th inst.
<i>Chelydra</i>	British	1074	Oct. 6	Jardine, Matheson & Co.	San Francisco	To-day
<i>China</i>	British	6238	Oct. 6	P. M. S. Co.	Saigon	To-morrow
<i>Chow Fat</i>	British	1057	Oct. 10	Yuan Fat Hong	Saigon	To-morrow
<i>Chuan</i>	Chinese	623	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	1197	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	3003	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	609	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	719	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	640	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	918	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	1494	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	874	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	850	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	750	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	710	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	1073	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	1238	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	2544	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	1827	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	850	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	1411	Oct. 11	Siemens & Co.	Hankow	To-morrow
<i>Chuan</i>	Chinese	406	Sept. 26	Brands & Co.	Wladivostok	To-morrow
<i>Chuan</i>	Chinese	2005	Oct. 13	Brands & Co.	Wladivostok	To-morrow
<i>Chuan</i>	Chinese	118	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	1012	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	161	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	847	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	1009	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	909	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	994	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	383	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	1253	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	1870	Oct. 11	Chinese	Amoy	To-morrow
<i>Chuan</i>	Chinese	1108	Oct. 11	Chinese	Amoy	To-morrow

Sailing Vessels								
Adolph	8	k	Westergaard	Ger.	bup.	867	Aug. 21	Siemssen & Co.
Bitter	4	c	Stenouch	Fr.	bqaine	393	Sept. 17	Order
Contentual	3	k	Colcord	Amer.	sh.	1228	Sept. 6	Order
Elizabeth Ahrons	8	b	Alve	Ger.	bq.	400	Oct. 5	Master
Elao	8	b	Lammers	Br.	bqine	600	Sept. 20	Melchers & Co.
Emily F. Whitney	6	k	Parson	Amer.	sh.	1849	Sept. 3	Order
Esauio Steele	5	k	Sherman	Amer.	bup.	1023	Oct. 4	Captain
George Steaton	6	k	Murphy	Amer.	sh.	1780	Aug. 6	Jardine, Matheson & Co.
John Currier	5	c	Laurence	Amer.	sh.	1848	Oct. 4	Order
John R. Kelley	6	k	Chapman	Amer.	sh.	2252	Sept. 1	Master
Lacy A. Nichole	6	k	Nichols	Amer.	bq.	1330	Aug. 3	Melchers & Co.
Martha Reichen	6	k	Manekin	Ger.	bup.	720	Oct. 11	Master
Nam Shan Sing	9	c	Lok Li Tong	Chi.	3-b	368	Aug. 3	Yong Koo & Co.
Orient	5	c	Christiansen	Ger.	bup.	461	Oct. 5	Captain
Somali	5	k	Morgan	Brit.	sh.	3532	May 17	Gilman & Co.